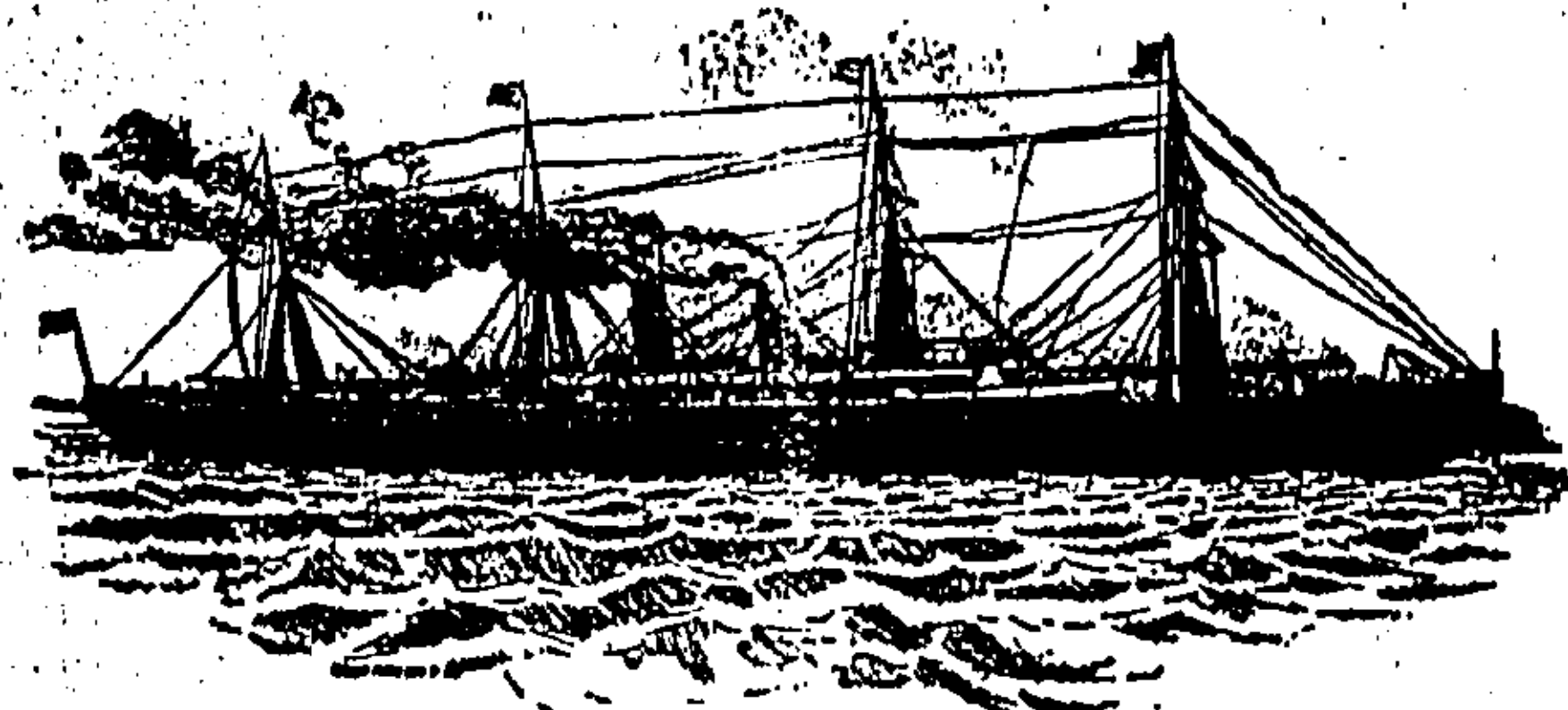


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"OHIO"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIO"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"KORRA"	11,276 "	TUESDAY, 1st November, at Noon.
"COPTIC"	4,352 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

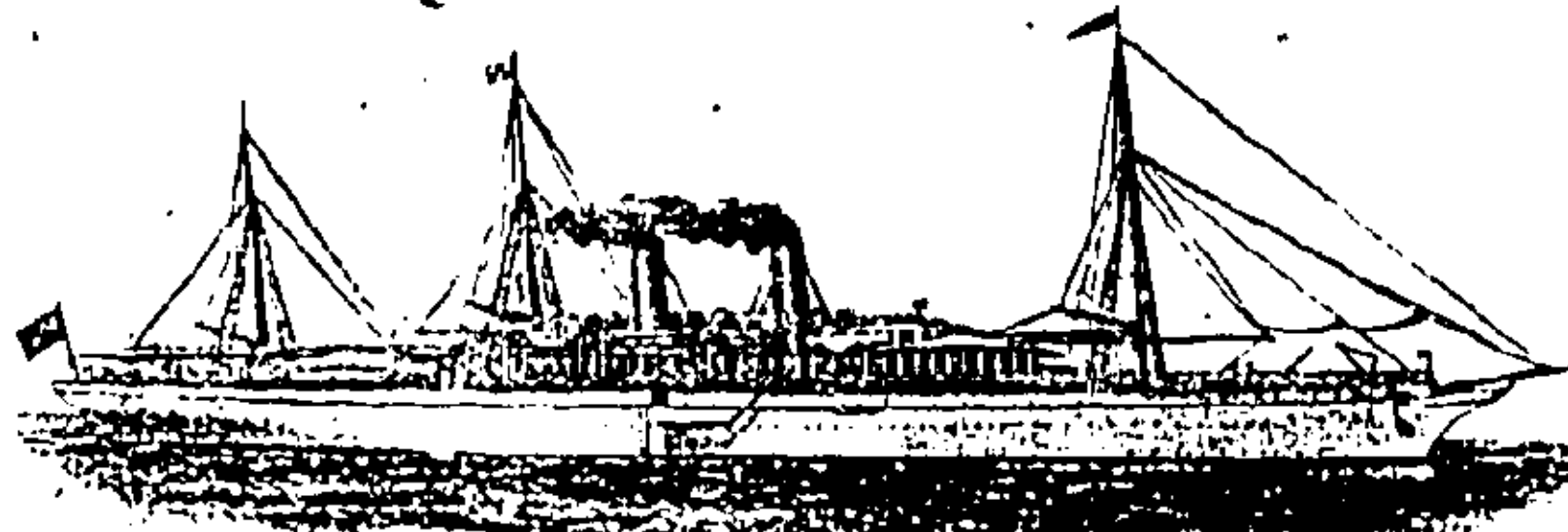
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 16th August, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamship—6,000 Tons—10,000 Horse Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,425 "	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 16th November.

Hongkong to London, 1st Class, via St. Lawrence 60s. Via New York 62s.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail 40s. 42s.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 10th August, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA (ex DAMBERG)	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th August. Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Sept. Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	22nd Sept. Freight.
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th October. Freight and Passengers.
SUEVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Ocean Buildings.

Hongkong, 15th August, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,369 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	2,073 "	B. Branch.
"KINSHAN"	2,800 "	J. J. Lessius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------------	------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

 S.S. "SAINAM" | 538 tons | Captain J. Wilcox. |

"NANNING"

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

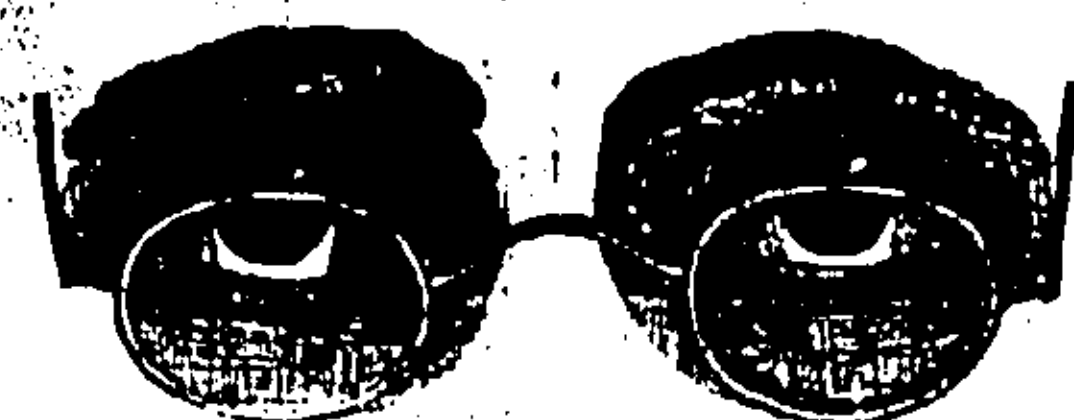
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.
Hongkong, 1st June, 1904.

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

1785

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES

Hongkong, 15th December, 1903.

1804

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING
and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

11

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 14
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.

GROUPS and VIEWS
a specialty.

Hongkong, 11th September, 1903.

1784

SAVARESE'S
SANDAL
CAPSULES

Efficient because absolutely pure
English oil. Not made of refined
Full directions. All Chemists.

Insist on Savarese's

Hongkong, 11th September, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dook, Yokohama," Oodes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the
French Mail Steamer Oceanien

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) \$0.80 per lb.

EYSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE Per Bottle \$1.50

CHERRIES " " 1.50

ASSORTED FRUIT " " 1.50

CHERRIES IN BRANDY " " 1.75

APRICOTS " " 1.75

PLUMS " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer
to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of
WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask
of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that
is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

3

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1904. [889]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1904. [879]

HONGKONG AND WHARF DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 29th July, 1904. [885]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed:

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.
2. That such new shares be issued at a premium of \$50 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.
3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,
EDWARD OSBORNE,
Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandria Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 9th August, 1904. [622]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1896. [52]

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of August, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Lai Chi Kok in the New Territory of Hongkong, for a term of 75 years, from 5th April, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for the rest of the term of lease from China or for one further term of 75 years if competent for the Government so to make it.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Lai Chi Kok	355 ft. N. 50 ft. E. 100 ft. S. 100 ft. W.	54,500	472	5,485

Hongkong, 13th August, 1904. [927]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on WEDNESDAY,
the 24th August, 1904, at 3 P.M.,

at their
Sales Rooms, No. 8, Des Voeux Road,
(Corner of Ice House Street).

THE British Screw Steamer
"HOICHIING,"

Built in London in 1879, Length over all 175 feet, Breadth 26½ feet, Depth 14 feet, Gross Tonnage 500, H.P. nominal 200, Cylinder 28 in. by 48 in., Stroke 22 in., Revolution of Engines per minute 80, Work 100 to 60 lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers.

TERMS:—As usual.

For Further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th August, 1904. [910]

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to
HUGHES & HOUGH,
8, Des Voeux Road

Hongkong, 27th June, 1904. [769]

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [31]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly struck at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 567, Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. DANENBERG,
General Managers.

Hongkong, 30th May, 1904. [677]

THE FORTIFICATIONS AT PORT ARTHUR.

"What's the latest? I have heard that Port Arthur has fallen." "So have I," is invariably the reply, with an "I don't believe it" to close the answer. Then the argument continues, as to why Port Arthur has not fallen, whether it can fall, or why it must fall. Every day the same question is discussed, and every day the news-gatherer goes to bed only to repeat the performance on the following day. Meantime, Port Arthur is still in the hands of the Russians, and the refugees, to whom we look for news from the besieged city, come in numbers to Cheloo only to disappoint us. Some have no news to give; others do not wish to give what they have.

There has been a change in the last twenty-four hours. The last batch of refugees has brought enough to allay, but not satisfy, the hunger of the prowling newspaper man. Perhaps it will be interesting to those who are following the trend of events about the Russian stronghold, in lieu of attempting to discriminate between what is reliable and what is not, and instead of repeating hearsay ad nauseam, to give a short description of the fortress, so that readers may figure out for themselves what is possibly transpiring about the forbidden city.

Outside of Port Arthur the "lay of the land" is decidedly in favour of the attacking force. The whole of the ground in the vicinity of the fortifications bears neither trees nor vegetation of any kind, and present to the lover of nature a desolate appearance. The soil is hard and covered with stones, so rocky in fact, that the present rains will hardly affect the advance of the Japanese.

When Russia's enemy occupied the mountain necks on the plateau outside Port Arthur, viz., Nankuan, Ying Siantse and Shitsiao, there was only a plain with a few small hills intervening, separating them from the "inner line of defences" which with the forts surrounds the city. These fortifications defend attacks from three directions, and may be divided into three different groups, viz.:

GROUP A.

The East Section.
On the Rilungcheu Mountains, the crest of which bears the name of Drakonowj (four miles in length) there are twelve forts. Of these, one is considered a very strong position, the remaining eleven being of lesser importance. The largest fort is mounted with 27-ton guns which throw 500 lb. shells. These forts are connected with "cuttings" which are protected from the shell fire of an enemy. In front of each fort there are deep moats filled with water—an obstacle which the enemy will have to overcome when making the final assault on these positions. The moats are thirty feet wide.

The principal fort is shown on the map as east of the mountain known as the "Battes au calices." Its elevation is given as 450 feet, constructed of the finest material, but having the drawback of being undefended toward the west. This fort is mounted with two 8-inch and eight 8-inch guns, besides four siege guns and several quick-firing pieces.

Fort No. 2, the next in order of strength, is farther north. This is also 450 feet high, and armed with six 6-inch guns, two siege guns, and several quick-firing guns.

The third fort of importance in this section is on the left flank of the two previously mentioned, and with its guns controls the railway. It has an elevation of 350 feet, and contains twelve guns, principally 6 and 9 inch pieces. The latter guns are not rifled and are guns which were taken from Chinese.

The intermediate forts, nine in number, were mounted, in 1904, with six or eight 4-inch guns, one or two siege guns, and about six quick-firing guns each. These forts are numbered on the map 4 to 12.

2. Northern Section.
This section is not connected with the former section, being separated from it by the railway, a drill ground and a small stream. The principal fort of this section is exactly north of "Tiger Hill" and 600 yards from the north end of the West Harbour, with an elevation of some 550 feet. It is mounted with four 6-inch and four 8-inch guns, besides a number of smaller ones. This fortification commands the area south and southeast of Shuichijing, with a smaller fort on each of its flanks. This place is considered to be the weak point in the Russian defences, as the guns were recently placed there, and there was not time to strengthen it after the war broke out.

There are some defects in this section. The hills to the northeast, marked "K." "K." "J" and "J." overlook these forts, and it would be possible for good artillery to carry over and beyond them into the city. Ammunition is with difficulty transported to these forts, and altogether the place is not such as nature would have designed for an advantageous defence.

These facts will suggest to an enemy their line of attack, and here very likely the final on Port Arthur will be made. The strong forts in the eastern section can be shelled comparatively easily from the hills above mentioned. The eastern and western sections once in the hands of the Japanese, the other two lines of forts are likely to fall, if properly stormed.

3. Western Section.

The section of fortifications which has been erected to protect the west side of the stronghold, consists of four divisions, situated on the crest of the Sunshan Hills at an elevation of 300 to 400 feet. These hills present a steep declivity to an attacking army, and command a view of the southwest portion of the peninsula. This section is mounted with about 35 guns, mostly 6-inch.

GROUP B.

(Seafort).

The defences on the sea front are divided into three parts, viz., the east, middle and west forts.

1. The eastern section.

As the principal position in these works, the Russians chose the fort built in 1885 by Mr. Hannecke for the Chinese Government, known

as "Huang Chuan," and this, fitted with all appliances known to modern warfare, now forms the mighty fort on Golden Hill. This defence runs in zig-zag lines for a distance of a thousand feet, and is not less than three armoured casemates which are in communication with each other through underground passages. The middle casemate is the largest. The armour plates are inclined towards the sea front, and can withstand the hottest fire from a man-of-war. The plates are four inches thick. The height of 460 feet at which this fortress stands is another feature in its favour, rendering bombardment from the sea ineffective. The three batteries, armed with two 12-inch, two 9-inch and fifteen small guns, command the sea for an angle of ninety degrees, and can throw shells as far as what is known as "Mutine Rock."

Besides the batteries just mentioned, there are three open batteries and three forts on the mountain in line, situated in such manner that the left flank contains three principal and six minor fortifications. Below Golden Hill, at an elevation of one hundred feet, near the right entrance of the harbour, there is a flanking battery armed with siege and quick-firing guns. To the east of the latter is the central electrical station from which the coast lighting stations are fed with electricity.

2. The central section.
To these works belong all batteries defending the entrance to the harbour. They consist of three batteries, a, b, and c, armed each with two 6-inch and several small guns. The fortifications on Tiger Hill consist of three batteries of which the armament is not known.

3. The western section.
In this section there are four open forts which form a line from the Tiger Peninsula to the Laotishan mountains, and which are armed with 6-inch guns.

GROUP C.

(Fortifications on the hillside.)

Description was given above of the inner belt of forts. That belt is surrounded by smaller forts on the circumference of a circle the radius of which is five miles. Most of these forts have been erected since the outbreak of the war, and are therefore of hasty construction.

This outer line of forts begins at the Cape of Laotishan, where the wireless telegraph station has been erected, and at an elevation of some 600 feet is the main fort commanding the south and east approaches to the harbour. Aided by five batteries erected in a half circle, toward the road of Pechili and Pigeon Bay, right up to Takushan, this is indeed a wonderfully strong defensive fortification.

Russian military experts consider the sea defences much weaker than the land defences because the former lack modern casemates, and are separated from each other by long distances.

Altogether there are about four hundred large and small guns defending Port Arthur. Were there less than twenty thousand men available to man these fortifications, they might be weak, but it is asserted that there are thirty thousand or more in the stronghold, and it is therefore safe to assume that the city will be able to hold out for a long time, and that the Japanese will receive more than one serious check before they occupy the positions just described, if at all. All reports of a successful assault in a few days' operations are therefore unreasonable and premature. The Port Arthur of 1894 is not the Port Arthur of 1904.—Cheloo Daily News.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 13/16
Do. demand	1/9 13/16
Do. 4 months' sight	1/10 1/16
France—Bank T.T.	2/29
America—Bank T.T.	44 1/2
Germany—Bank T.T.	1/86
India T.T.	1/36
Do. demand	1/36 1/2
Shanghai—Bank T.T.	7 1/4
Japan—Bank T.T.	89 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	109 1/2

Buying.

4 months' sight L/C	1/10 3/16
6 months' sight L/C	1/10 5/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/10 7/16
4 months' sight France	2/33
6 months' sight do.	2/34 1/2
4 months' sight Germany	1/86 1/2
Bar Silver	26 1/2
Bank of England rate	3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa Old	@ 1,030/1,100
" Older	@ 1,130/1,200
" Oldest	@ 1,230/1,295
Paina New	@ 1,170
Berates New	@ 1,145
Persian "Paner"	@ 850/880

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 19th April, 1897.

Intimations.

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5. of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of July and August.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Eastern Division of the City is bounded on the West, by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

THOS. A. HAMMER,
Secretary.

Dated this 2nd day of August, 1904. [929]

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—
"W."
C/o Hongkong Telegraph.
Hongkong, 6th August, 1904. [914]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER.

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

JUST LANDED.

Per S.S. "PAKING"

A FRESH CONSIGNMENT OF

MILKMAID BRAND SWISS MILK,

guaranteed to be good.

AND ALSO

A Fresh Consignment of Splendid Fresh

ENGLISH AND AMERICAN PROVISIONS.

Inspection Solicited.

H. RUTTONJEE,

No. 1, D'Aguiar Street,

or

56 to 58, Elgin Road, Kowloon.

Hongkong, 13th August, 1904. [72]

Intimations.

A SILLY SAYING.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER

MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 16th August, 1904.

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING AND PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

All large stock of Canadian Asbestos and

Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.

Hongkong, 3rd May, 1904.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 10th August, at 200, Hubbleing Well Road Shanghai the wife of H. K. Koch, of a daughter.

MARRIAGE.

On the 11th August, at San Francisco, Kathryn, youngest daughter of Denis Gorman, of San Francisco, to Herbert John Such, of Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 16, 1904.

CHINESE CONSULS FOR SOUTH AFRICA.

Several thousand Chinese emigrants having left their native shores for employment in the gold mines of the Transvaal and many more being eagerly awaiting an opportunity to embark, the Imperial Government at Peking have deemed it expedient to watch the interests of their subjects in our new Colonies. With this end in view steps have been taken to secure the effective operation of the sixth article of the Convention between Great Britain and China, and which states that it shall be competent to the Emperor of China to appoint a Consul or Vice-Consul to watch over the interests and well-being of the coolies, whether they are employed at mines within the British Colonies or Protectorate. Furthermore, such officials shall have all the rights and privileges accorded to the Consuls of other nations. The matter appears to have been brought forward by H. E. Viceroy Yuan Shih-kai who is said to have recently approached the Wai Wu Pu and pointed out that the Customs Taotai at Tientsin had informed him that some time ago he received a copy of the regulations for the enlistment of Chinese coolies. In accordance with instructions issued by the Board Prefect Yang was deputed to look after the interests of the native emigrants embarking at Tientsin, and subsequently, notifying Taotai Tong that some 4,000 labourers had left for South Africa and urged the taking of steps to secure the carrying out of Article VI of the Convention. There should not be much trouble in this respect now that the labour question both in the north and in our immediate neighbourhood appears to have settled down into a smooth working channel, and also in view of the great assistance and gratifying assurances of the representatives of the authorities in South Africa.

LOCAL AND GENERAL.

The *Sungari* at Chemulpo has been refloated and beached full of mud.

It is feared that the British steamer *Anerley* is too much damaged to be refloated.

The O. S. K. contemplates opening a steamship service between Ichang and Chungking.

SHOULD no other plague cases be reported during the next few days we may expect a Government notification declaring Hongkong a clean port.

The P. M. S. and the O. & O. Companies have decided to take no freight for Japan from San Francisco until it is settled what cargo is to be considered contraband.

The C. E. R. S. *Mongolia* has been captured by the Japanese, with a number of men and women from Port Arthur on board. She is fitted as an auxiliary cruiser.

The Marine Court at Melbourne has entirely exonerated Captain Cole and the officers of the *Australia*, the wreck being due to the pilot's mistake in porting the vessel's helm.

CAPT. D. P. Campbell of the s.s. *Moyune*, which arrived from Foochow last evening, states that, on the 11th inst., the s.s. *Mayanan Maru* was sighted off the Lamocks and wished to be reported all well.

The China Navigation Co. appear to have secured a big contract for the carriage of wood blocks intended for street paving in Manila. These are being procured from Tasmania, to which place several vessels of this company on the Australian line have recently been extended.

A TOKIO dispatch states that the Russian Government now proposes to include petroleum in the list of contraband articles, and is negotiating with Great Britain and the United States on the subject. Both these Powers, it is stated, strongly oppose such an addition to the list of conditional contraband.

At the last meeting of the Chamber of Commerce the Chairman (Mr. E. A. Hewitt) said he felt quite safe in expressing the pleasing surprise so well after his health at home. It was decided to send Mr. H. P. P. a letter of thanks for his services on the Committee during Mr. Shewan's absence.

THURSDAY, the 18th inst., being the birthday of His Majesty the Emperor of Austria and Hungary Francis Joseph I, the Acting Consul, Mr. N. Post, will be pleased to welcome at the I. and R. Consulate, Princes Building, Lee House Street, between 11 and 12 a.m. the members of the Austrian-Hungarian community, and at 12 and 1 p.m. his foreign colleagues as well as the officials and personalities who will be kind enough to call on this occasion.

PO T Arthur reports state: The positions on the Wolf mountains were given too far away from the fortifications, on a Vice of the Council of War. These positions were only entrenchments without heavy guns and were vacated so as to save lives. The Russian total losses from the 26th of July up till now are estimated at about 3,000, the Japanese about 27,000. In the night from the 8th to the 9th August the Russian fleet expelled Japanese land troops east of Takushan.

The following telegram is from the *Japan Mail*, received at the Foreign Office Tokio:—Mr. Uchida, Japanese Representative in Peking, telegraphs that Mr. Gilchrist is now acting as Director of Customs at Newchwang, but that owing to the capture of the place by the Japanese and the consequent change of conditions which call for the presence of a Japanese Commissioner of Customs, Sir Robert Hart has announced that Mr. Kurosawa Heichiku will replace Mr. Gilchrist from the 1st of August.

THE C. N. Co's *Ngankin*, which arrived at Shanghai from river ports on 12th inst., reported: H. M. S. *Prinzess Victoria*, the German gunboat *Jaguar*, the *Prins Vladimir*, and the American schooner *U. L. Lunsman* were at Hankow on the 12th inst. H. M. S. *Vestal*, the French cruiser *Albatros*, and torpedo-boat-destroyer *Mousquetier* were at Kiukiang on the 10th inst. The two latter boats were passing up river, and at noon that day H. M. S. *Ship* passed down river. On the 11th inst., at Sanhan Hill, passed H. M. S. *Britomart* bound up river.

THERE was recently in Port Darwin a bluff-looking, iron steamer of the ocean tramp-type, rusty and weather beaten of aspect, of 950 tons burden, which was under charter to Song Tong—one of the principals in a Chinese syndicate—for the conveyance of a cargo of timber from Malay Bay to this port. During the vessel's brief sojourn in Port Darwin one of the Malay crew, said to have been formerly resident in the Territory, sneaked ashore, and up to time of the vessel's departure was not to be found. In this connection, it is reported, the captain of the steamer was summoned and fined £5 and cost £6 in all.

THE world's gold production for the year 1903 is valued at £67,516,831. The amount of gold won for the same period was 15,891,541 fine ounces, being an increase of 1,150,872 fine ounces over the world's production of 1902. Australasia is the chief producer of the precious metal, her contribution being 4,299,234 fine ounces. Africa contributed 3,317,652 fine ounces, America 3,600,331 fine ounces, Russia 1,131,000 fine ounces. Other countries made up the balance, 2,600,000 fine ounces. It would be very interesting reading if the amount of money spent throughout the world in the mining industry was also compiled. It would exceed the actual amount by a considerable figure.

NEW YORK is about to "lick creation" by the construction of a building with an elevation of 615ft., or 40 storeys high. The highest office building in the city at present consists of 29 storeys, and rears itself to a height of 38ft. The new "sky-scraper" will cost £10,000,000; will accommodate over 7,000 tenants, and its annual rental is put at £300,000. It is expected to be ready within a year from the commencement of operations. Its foundations will go down 80ft. to bedrock, and there will be five underground floors. Only steel and stone will be used as construction materials. The base will occupy an entire block on Broadway, having a frontage of 212ft., and extended along Dey-street for 100ft., and along Cortlandt-street for 123 ft. The below-ground floors will be used as a storage warehouse, and as safe deposit vaults. The surface floor will be fitted up as a restaurant, and all the other storeys will be furnished for offices. The roof will be used as an observatory. Tenants will be conveyed to the different floors by 20 lifts.

MR. Gompertz had a few but earnest words to say to Cheung Yau Tai in the Police Court this morning. Cheung is a young married woman and the owner, by inheritance from her uncle, of a village boat, used for conveying villagers along the coast with their country produce. These boats are licensed to carry four persons, that is, two proprietors and two passengers. But Cheung did not like this slow method of amassing wealth; she wanted to grow rich quickly. Accordingly yesterday, instead of only carrying two passengers in her frail craft she admitted no less than twelve. This overburden put the boat down in the water to such an extent that had the sea been even slightly rough the boat must have been swamped and sunk, in all probability carrying its human freight to the bottom of the sea. His Worship pointed out the great risk the woman had run, and how narrowly she had risked either losing her own life or facing a charge of manslaughter, and warned her seriously to be extra careful in future. She would be fined \$5 this time, but a watch would be kept on her future actions, and on a recurrence of the offence she would be very seriously punished. The woman left the Court, looking perfectly callous and stolid.

THE *China Gazette* understands that a Naval Court of Inquiry into the loss of the In-China S. N. Co's steamship *Hipsang*, recently sunk off Pigeon Bay by the Russians, will in all probability be called for at Shanghai by the captain and owners as soon as the *Hipsang's* people arrive in the s.s. *Hsinyu*. Mr. Serbenik, the only passenger on board the *Hipsang* at the time, has already arrived, but he wisely declines to say anything at present.

TWO very impressive looking Chinese women were placed before Mr. Kemp to-day for being in unlawful possession of newly-cut brushwood, which was suspected of having been stolen, and also for offering bribes of 60 cents and 17 cents to an Indian constable. They admitted both charges, but stated they did not know they were doing anything wrong. They were fined \$5 each or 7 days' gaol for the unlawful possession, and \$10 or 14 days for offering the bribe. The women went to three weeks' imprisonment.

ELECTRIC TRAMWAYS.

NEW DANGER AND A WARNING.

Since the starting of the Electric Tramway Company's service a new danger has arisen to threaten the passengers riding in the cars. This was explained in Mr. Gompertz's Court this morning when Sergeant Hedge charged a Chinese hawker with doing a rash act likely to endanger human life. The sergeant told the Court that a great many accidents had been found on the line since the cars commenced running, and, in several instances, had nearly derailed the vehicles and caused them constantly to jolt and jar as they passed along the line. Complaints were made, and a watch was kept, with the result that Sergeant Hedge saw accused go up to the line, and, believing himself unobserved, deliberately lay a stone on it, and then retire to the side of the road to await the result. A car came along, jolted over and crushed the stone. Then the man placed a bigger stone on the line, ready for the next car. Sergeant Hedge advanced, knocked the stone off the line and arrested accused. Mr. Gompertz told the man that if he pursued his practice in this direction he would one day have to answer to very serious charges, not only of considerable damage to the cars, but of the much graver charge of manslaughter. This was the sort of thing a monkey might be expected to do, but not a man-of-prisoner's age, who claimed to be forty years. His Worship felt he must do seriously with this case, as a deterrent to others. The man was liable to a fine of \$1,000 or one year's imprisonment, but as this was the first case of the kind to come up, and as it was prisoner's first appearance in a Court, he would fine him \$50, with the alternative of six weeks' gaol. Any further charges of the sort would be dealt with much more severely.

STOWAWAYS.

ON THE C. N. CO'S "TAIYUAN."

At the instance of Inspector Langley, nine Chinamen were placed before Mr. Gompertz this morning charged with stowing themselves away on board the *Taiyuan*, with the intention of obtaining free passages to Melbourne, without the knowledge or consent of the master, agents, or owners thereof. Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, appeared to prosecute, and the evidence of the witnesses went to show that when the *Taiyuan* was about two days out from Hongkong on her voyage to Australia, one of the officers, on making his round of the vessel, discovered seven men hidden away in the firemen's quarters. When taken before the captain they stated that they were friends of the firemen and wanted to go to Australia. The captain, however, had other views, seeing that he would be responsible for £100 per head for each of the men who succeeded in landing in Australia, and seeing the s.s. *Changsha* coming up from Manila bound for Hongkong, he signalled her and arranged with her captain to take the seven stowaways back to Hongkong and charge them. This transfer was effected at sea. On arrival of the *Changsha* in the harbour the men were handed over to the Water Police and charged. Mr. Gedge who pressed His Worship to deal as severely as possible with the men as a warning to others, pointed out what the captain's position would have been in anxiety, and his responsibility had he not fortunately met the *Changsha* and got rid of his objectionable passengers. The men admitted the charge, and had no defence to offer, and His Worship sent them to nine months' hard labour each.

COOLIES FOR S. AFRICA.

A NEW DEPARTURE.

The *Eastern Times* is responsible for the following statement:—Viceroy Tsen Chun-huan, of the Two Kwang Provinces, has appointed two officials to proceed to Hongkong to make arrangements for the shipping of a number of the Kwangsi rebels, who have surrendered, to South Africa to labour in the mines there. The Viceroy has a great number of ex-rebels on his hands, and expects to have a great many more before long, and he does not know properly what to do with them all. Hence the idea of getting them shipped to South Africa, which has certainly a good deal of brightness and originality to recommend it.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 16th at 5 p.m. The barometer has risen rapidly in S. Formosa and fallen over the Eastern Sea; it is stationary in the Philippines.

The typhoon is still advancing northward, rather slowly, and is now to the northeast of northern Formosa.

Fresh W. winds may be expected in the Formosa Channel and moderate S.W. winds in the northern part of the China Sea.

Forecast:—Moderate S.W. winds; fine.

N.B.—Information from the north is very meagre.

THE HONGKONG, CANTON AND NACAO STEAMBOAT CO., LTD.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of the shareholders in the above Company was held at the office of the Company at noon to-day.

The Hon. W. J. Gresson presided, and there were also present Messrs. N. A. Siebs, F. A. Gomes, E. Goetz, H. E. Tomkins, H. Schubart, Hon. R. Shewan, A. Haupt and E. R. Fuhrmann (Directors), Messrs. Thomas Arnold (Secretary), J. R. Michael, L. Berindague, John Arnold, G. Teitch, T. S. Forrest, J. J. Leiria and G. de Champeaux.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen,—With your permission it will be convenient to take the report and accounts as read. The remarks made at our last meeting by my predecessor in the chair will probably, in a measure, have prepared you for the somewhat indifferent results now placed before you, and I regret to say that, with so much opposition, there seems but slight prospect of any material improvement of earnings in the near future. By drawing on the Depreciation Fund for the cost of repairs we are able on this occasion to maintain the customary dividend, but the amount to be carried forward, you will observe, is comparatively small, so that we begin the current half-year under rather less favourable conditions than usual. Referring to the question of subsidised foreign competition, I may say that the resolution of the last meeting was duly acted upon. Copies of the minutes of that meeting with a covering explanatory letter were forwarded to the Colonial Secretary with the request that H. E. the Officer Administering the Government would be pleased to transmit the same to the Right Honourable the Secretary of State for the Colonies with such representations thereon as he might think fit to offer. In due course an answer was received from the Home Government, which however was not of a nature to encourage any hope of assistance from that quarter. The direct West River Service which was resumed last April jointly with the Indo-China and China Navigation Companies has been in operation for too short a time to enable a correct estimate of its ultimate value to be formed. At present there are five steamers engaged in it, three belonging to the three Companies and two under charter. To replace the latter it is in contemplation to build two suitable boats later on should the trade seem to warrant such a step. As stated in the report, we have acquired jointly with the China Navigation Company another valuable riverside property at Canton close to our wharves. When the bunding scheme now in progress is carried out we expect to be able to utilise these properties to the advantage of the Company; meanwhile, the tenements are let at rentals which ensure a moderate interest on the cost. With regard to our investments, they all stand upon a perfectly sound basis, the shares at rates well within their market value and the mortgages with ample margins for the sums advanced. Several large mortgages were paid off at the end of the half-year and this accounts for the falling off under that heading, but the greater part of the money was re-invested upon favourable terms early in the current half-year. With these remarks, unless further information be desired, I will propose the adoption of the report and accounts as presented.

No questions being asked, The Chairman said: I beg to move that the report and accounts be hereby adopted. Mr. J. R. Michael seconded and, in doing so, remarked that in his opinion, bearing in mind the very keen competition in this class of business on the same line, the report could only be considered as highly satisfactory (Hear, Hear). The resolution was put and carried unanimously.

DIRECTORS.

Mr. Veitch moved that the appointment of Mr. A. Haupt, Hon. W. J. Gresson and the Hon. R. Shewan as Directors of the Company, nominated by the Directors to replace Messrs. C. Michelan, and C. A. Gomes, and the Hon. C. W. Dickson, who were leaving the Colony, be confirmed.

Mr. Berindague seconded and the proposition was unanimously agreed to.

Mr. Forrest proposed that Messrs. H. Schubart and E. R. Fuhrmann Directors now retiring by rotation, be re-instated.

Mr. Leiria seconded and the motion was carried *en dis*.

AUDITORS.

Mr. G. de Champeaux proposed, and the Hon. R. Shewan seconded, the re-election of the retiring auditors, Messrs. A. O'D. Gourdin and W. H. Potts.

This was also agreed to.

The meeting then terminated, the Chairman announcing that dividend warrants were ready, and were payable after 10 a.m. to-morrow.

SANITARY COOLIES RIOT.

Cross-summonses were returned before Mr. Gompertz this afternoon between some Sanitary inspectors and district watchmen for assault and stone throwing. A rat catcher employed by the Sanitary Board said that last month he met a Sanitary Board watchman who asked him to show him the inside of an iron bucket for holding rats. Witness asked him what he wanted to see the rats for, and then defendant struck him on the arm with a truncheon. Later on he saw defendant standing at the door of the watchman's shed, and he (defendant) struck him again. Subsequently he was hit a third time, and witness had defendant's number taken, with the result that a lot of men rushed out to strike him with truncheons and swords, and witness ran back to his shed. There were several rat-catchers there then, and they picked up stones and threw them at the men pursuing witness to make them go back, and they were successful. Mr. Looker, of Messrs. Deacon, Looker and Deacon, prosecuted and the case, which is to be followed by several others, is proceeding.

TELEGRAMS.

THE WAR.

A BLAZING FLEET.

SINKING OF THE "RURIK."

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—

"Tokio, 15th August, 9.10 p.m.

"Vice-Admiral Kamimura reports that at dawn of the 14th instant, our squadron found, off Ulsan, the south-eastern coast of Korea, three ships of the Vladivostok squadron steaming southward. The latter, on sighting us, attempted to escape northward which we obstructed, and a fighting commenced at 5.23 a.m.

The enemy's ships caught fire several times from our shells and apparently suffered heavily, especially the *Rurik*. Eventually the enemy fled at full speed for north leaving behind the *Rurik* which afterwards sank. Thereupon our whole squadron hastened to rescue the 'drowning Russians, and 'picked up about 600."

ANOTHER RUSSIAN LOSS.

A CRUISER REPORTED SUNK.

"Tokio, 16th August, 12.35 p.m.

"According to Admiral Togo's latest report a Russian ship of the *Fallada* type is believed to have been sunk by our torpedo attack on the night of the 10th inst."

[The *Pallada* is a second-class cruiser of 6,630 tons; her sister ship is the *Diana*, which was badly damaged at Port Arthur on the 9th February last. The *Novik* is a cruiser of the same class but of much smaller dimensions.]

WEDDING AT THE UNION CHURCH.

MURRAY-CRAIG.

This morning a quiet wedding took place at the Union Church, when the Rev. C. H. Hickling united in the bonds of wedlock Mr. John N. Murray, chief officer of the s.s. *Fathman*, and Miss Edith Craig, youngest daughter of Mr. J. Craig, of Gielong, Victoria, South Australia, who arrived yesterday in the s.s. *Changsha*. There was a small gathering of intimate friends (Mr. and Mrs. David Harvey, who received the bride-elect on her arrival. The bride who was tastefully dressed in white, with the orthodox veil and orange blossoms, was unattended by any bridesmaids, their place being taken by Mrs. Harvey, whose husband, Mr. David Harvey, of Messrs. Dodwell and Co., gave her away; the best man being Mr. J. Young, chief engineer of the s.s. *Hankow*. After the ceremony several group photographs were taken of the bridal party, and an adjournment was made to the Hongkong Hotel, where cake and wine were partaken of and an informal reception held. Mr. and Mrs. Murray will make their home in Hongkong.

LAND PURCHASE IN THE NEW TERRITORY.

ACTION TO RECOVER BARGAIN MONEY.

At the Supreme Court this afternoon, before Mr. T. Sercombe Smith, Puisne Judge, an interesting land case occupied his Lordship's attention.

The parties were Chinese, the plaintiff Chan Kan Sang, who was represented by Mr. P. W. Goldring, seeking to recover from Ngai Leung Choi, the defendant, the sum of \$250, money paid as a deposit on the making of an agreement for the sale of certain land in the New

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(Delayed in Transmission.)

THE NAVAL BATTLE.

IMPERIAL PRINCE WOUNDED.

JAPANESE CASUALTIES.

(From Our Own Correspondent.)

YOKOHAMA, 15th August, 11.35 a.m.

In the naval fight on the 10th inst. the Japanese casualties numbered 195. On Admiral Togo's flagship, the *Mikasa*, there were no less than 120, including Prince Fushimi, who was wounded.

[The Japanese battleship *Mikasa*, Flagship of Admiral Togo, which was launched in 1900, is of 15,200 tons. Armament: Four 12-in., fourteen 6-in., twenty 12 pounders, twelve smaller guns. Four torpedo tubes (submerged). I.H.P., 15,000. Speed, 18.5 knots. Coal capacity, 7,000 tons. Crew, 935. Built at Barrow. Names of similar ships, *Asahi*, *Hatsuse*, *Shikishima*.]

NAVAL VETERAN'S DEATH.

The death is announced, at Tokio, of Count Kawamura, founder of the modern navy of Japan.

ALLEGED RUSSIAN ATROCITIES.

FISHERMEN MASSACRED.

It is reported that Russians have massacred ninety Japanese fishermen at Kamchatka.

COMPANIES' DIVIDENDS.

We are indebted to Messrs. Benjamin, Kelly and Potts for the following telegram:—

Shanghai, 16th August.

The directors of the Maatschappij tot Mijnen, Bosch en Landbouwexploitatie in Bangkat have declared the third quarterly dividend of Tls. 10 payable on the 15th inst.

The Shanghai-Sumatra Tobacco Co. have declared an interim dividend of Tls. 3 per share.

(Reuters.)

The Seizure of the "Retshitelny."

LONDON, 14th August.

Count Lamsdorff has requested the French Government to lodge a strong protest through the French Minister at Tokio, on behalf of Russia, against the breach of China's neutrality in connection with the capture of the *Retshitelny*.

The Russian Minister has also been instructed to protest at Peking, and to warn China of the serious consequences which permission to break her neutrality may entail.

Loss of a British Destroyer.

The British destroyer *Drooy* has sunk off Scilly in the course of manoeuvres.

The War.

The Vladivostok squadron has encountered the Japanese in the Korean Straits. The *Rurik* was sunk; the *Rossia* and *Gromboi* escaping to the north.

(Ostasiatische Lloyd.)

The Naval Battle off Port Arthur.

ADMIRAL WITGERT AND STAFF KILLED.

Tsingtao, 12th August.

On the 11th Aug at 5.30 p.m. a Russian torpedo-boat arrived in the harbour of Tsingtao, the cruiser *Novik* soon following. Both came alongside the jetty. Two British colliers which had been in port for two days, left this morning at 2 o'clock without lights. It is reported that the old cruisers *Diana* and *Askold* have been sighted outside. The *Novik* had, like the other Russian warships, orders to try and break through the Japanese squadron, and it was generally understood that the battleships were to attempt a junction with the vessels of the Vladivostok squadron whilst the cruisers were to make their way southward. Last night the battleship *Tsarevitch* came in very badly damaged and anchored in the inner bay. Today two more torpedo-boat destroyers came in and are at the present time taking coal from a British vessel. They will, in all probability, leave again this evening.

Our Editor has just returned from a visit to the *Tsarevitch* where he learned from the officer commanding that the Russian squadron had orders to try and break through to Vladivostok. The officer said:—

"We left Port Arthur on the morning of the 10th at six o'clock and at once sighted some torpedo-boats and gun-boats. The *Bayan* had to put back having sustained damage in striking a mine. Towards eleven o'clock, when about twenty miles from Port Arthur, we met the Japanese squadron consisting of four battleships, three armoured, and three protected cruisers, with six smaller vessels, and about forty torpedo-boats or destroyers. We had a running fight lasting an hour and a half in which the enemy concentrated their fire on our flagship, but we succeeded

in breaking through the cordon. It is not known what became of the otherships. We held our course toward the Shantung Promontory closely followed by the *Asahi*, *Mikasa*, *Shikishima*, *Fuji*, *Nisshin*, *Kasuga*, *Yokuna*, *Kasagi*, *Chilose*, *Takago*, and several torpedo-boats. They closed on us off the Shantung coast at about half past four and severe fighting ensued. Their shells steadily struck us, but we also managed to do some damage on the enemy's ships. About half-past five a Japanese shell burst on the bridge of the *Tsarevitch* where Admiral Witgert and his staff were standing. Of the Admiral only the legs were found, the remains being buried at sea later on with full honours. The same shell killed the chief of the navigating staff and the flag lieutenant. Amongst the wounded were the chief of staff, Rear-Admiral Matsuevitch and the Commander, both in the arm, and all the other officers more or less were also wounded, with the exception of the Captain. We, however, succeeded in making good our escape and the Japanese ceased their pursuit. We could not attempt, however, to go to Vladivostok as our rudder was damaged, so we decided to seek refuge in Tsingtao. In our present condition it is impossible for us to leave here and it is uncertain if it will be possible to do so after the necessary repairs have been done. We had only twelve killed and forty wounded."

Admiral Matsuevitch was brought with eight others seriously wounded to Tsingtao hospital this morning. The scene aboard the battleship is fearful, the funnels are totally demolished, the bridge destroyed and three large rents appear above the waterline.

Chinese junks have reported several Japanese and Russian ships in the neighbourhood of the Tschientau lighthouse.

The "Grosvoit" at Shanghai.

Shanghai, 12th August.

We have received the following report from the Russian torpedo-boat destroyer *Grosvoit* which is lying in the harbour:—

The run through the blockade was as described by the *Tsarevitch*. On the voyage the *Grosvoit* has not seen any Russian men-of-war. She tried to reach Tsingtao last night, pursued by a Japanese cruiser, but the engine cut off her way to the harbour. The *Grosvoit* succeeded in getting away and again tried to reach Tsingtao, but a second time the engine cut her off and again the *Grosvoit* escaped. She reached Shanghai to-day at noon. She is not damaged and everything is in perfect condition. It is uncertain what she is going to do; she hopes to escape to Vladivostok. The whole Russian squadron having defended themselves all day on the 10th August in reach of the for's against the Japanese, the *Relvisan*, *Petersvich*, and *Pallada* towards evening made a dash for the Japanese fleet. The three ships came within two miles near the Japanese, kept up a running fire all the time, and returned when darkness set in. The Japanese lost touch with them and the rest of the Russian squadron again joined the *Relvisan*. Then the whole Russian squadron moved out and broke through the Japanese fleet.

(N. C. Daily News.)

The "Retshitelny" at Chefoo.

EXTRAORDINARY INCIDENT.

Chefoo, 12th August.

On the morning of the 12th August, an officer of the Japanese destroyer *Asashio* was dispatched to the Russian destroyer *Retshitelny* to negotiate about the disarmament question. While the negotiation was proceeding the Russians outrageously assaulted him and his men. Proceedings for capture were then followed by the Japanese, but meanwhile at 3.35 p.m. the *Retshitelny* herself fired the powder magazine at her fore and the Russians on board plunged themselves overboard. Thereupon the Japanese destroyers *Asashio* and *Kasumi* towed the Russian destroyer out of harbour. During the Russian outrageous assault a Japanese interpreter and one or two Japanese sailors were slightly wounded.

Another Account.

Chefoo, 12th August.

Two Japanese torpedo-boat destroyers which were ordered to capture the *Retshitelny* have been watching outside the port but as the latter did not come out the former entered the port at 8 p.m. yesterday.

This morning at 3 a.m. a sub-lieutenant of the destroyer *Asashio*, accompanied by Mr. Shimizu, the interpreter, went to the Russian destroyer after getting the consent of the commander of the latter.

While he was conferring with the commander, he suddenly jumped into the water, embracing the former. An officer of the Russian destroyer also thrust down the interpreter into the water and himself jumped overboard after him.

The Japanese sailors went alongside but they were not only answered with violent force but the Russian crew instantly set fire to the powder magazine and jumped into the sea. The *Asashio* seeing this hostile action on the Russians' part was obliged to exercise her belligerent rights and captured the vessel and towed her outside the port.

Kurapatkin's Retreat from Liaoyang.

Peking, 2th August.

A Shanhaikuan telegram this morning says that a great part of the Russian troops are retreating from Liaoyang to Shihliu, twenty miles north-east of Liaoyang.

A small number of Russian troops remain at Liaoyang station, but the place itself was burnt by the Russians on the 9th instant.

A great battle is expected during the coming few days.

An telegram from Hsinminian says that the Japanese troops are advancing from five directions, compelling the Russian troops to retreat from Liaoyang.

A Japanese reconnoitring force has appeared near Shanwaogang, about ten English miles from Mukden.

According to the Russian on board the *Grosvoit*, in Port Arthur itself, there is very little to be noticed of the closing-in of the place; the Russians were still far outside the fortifica-

tions. During the last two weeks the Japanese have stormed the place on five days. The Japanese are mostly badly drunk and when storming soon get tired and many lie down, without firing, within hardly 100 metres from the Russians and get shot. This accounts for the very heavy losses of the Japanese, especially as they are compelled to storm in close formation. The spirit of the people in Port Arthur is very quiet and not at all hopeless. There are enough provisions to last months.

News about Port Arthur.

Chefoo, 11th August.

The Russian destroyer *Retshitelny* arrived here at 4 a.m. to-day. She informed the harbour-master that her intention was to go to Weihaiwei, but owing to damage to machinery was compelled to put in to Chefoo.

The Japanese Consul here urged the Chefoo Tao-tai, who lost no time in conferring with the Russian Consul, to observe strictly the laws of neutrality, while Admiral Sah of the Peiyang squadron, who has been staying in Chefoo, also conferred on the matter with the Russian commander of the destroyer.

Some hours later it was decided to disarm the destroyer, and this is now being done under the inspection of Captain Sheng of the Chinese cruiser *Haiyang*. The crew are to be allowed to remain here for the time being, and will be sent home as soon as instructions are received from Peking. The crew consists of forty-nine, including the commander, Roschakofsky. Amongst the passengers, including a lady, are the wife of General Sui.

The crew of the destroyer state that none of the Russian men-of-war which put out to sea on the 10th had returned when she left Port Arthur at 9 p.m. The intention of the fleet was to join the Vladivostok squadron, and they had on board everything necessary for the repair of the vessels. The chief constructor who directed the repairs of the *Relvisan*, etc., left Port Arthur in a junk two or three days ago, and is now staying at Chefoo, under orders to proceed to Vladivostok.

A junk which left Yangtseuwan on the 8th reports that the Japanese troops were then stationed at Shuishiyang and Palichuang on the north, and Wuchiafengshin on the north-east, about two English miles from Port Arthur. It is stated here that the *Relvisan* and *Pallada* went back to the harbour, being badly damaged.

At 3.30 p.m. to-day two boats, apparently destroyers, were seen several miles off Chefoo and soon left for the south; their nationality is not known.

The latest Russian arrival from Port Arthur reports that General Stossel has disappeared with four members of his staff and four Cosacks.

A European man-of-war which is anchored unreasonably far from Chefoo is supposed to be communicating with Port Arthur by wireless telegraphy.

All arrivals from the vicinity of Port Arthur agree that furious firing was heard from the 7th to the 9th inst., but none of them can give any further particulars.

CLAYTON APPARATUS FOR DISINFECTING SHIPS.

The following letter was read at the July meeting of the committee of the Chamber of Commerce:—

Colonial Secretary's Office, 6th July, 1904.

Sir,—I am directed to forward for the information of your Committee a copy of a report by the Port Health Officer, Singapore, relative to the Clayton Apparatus for disinfecting ships.

The question of the advisability of introducing the apparatus into this Colony has for some time been engaging the attention of the Government, and it is proposed, in the event of its adoption, to levy fees on ships disinfected in order to cover expenditure. The use of such an apparatus it is thought would be willingly availed of by vessels in this port during plague seasons, as quarantine restrictions would presumably not be insisted on by others if a ship could produce a certificate that all rats, etc., had been destroyed before the ship had left the ports and the holds thoroughly disinfected.

I am to state that I shall be pleased to have an opportunity of considering any observations which your Committee may be good enough to make in connection with this proposal.—I have the honour to be, Sir, Your obedient servant, (Sd.) A. M. THOMS N., Colonial Secretary.

The Secretary, Chamber of Commerce.

We have Clayton Machine type B fitted on a steam launch which makes 7 knots under her own steam. The launch's steam is also used for running the engine of the disinfecter.

The whole machine has proved very satisfactory and is economical in use.

About 300 lbs. sulphur is sufficient to fill all the holds of a big steamer.

Each hold can be filled in from 1 to 2 hours.

The percentage of gas can be regulated easily.

About 3 to 4 per cent. is strong enough for vermin destruction, but 10 per cent. at least is necessary for bactericidal effect.

All the surfaces of the 'twon decks, etc., which are to be disinfected are at first washed with perchloride of Jeyes and the S.O. fumigating started while all is wet.

The holds are battened down for at least 12 hours after the requisite amount of gas has been pumped in, then opened up and washed with disinfectants.

The S. O. is found to damage scarcely any cargo except a few foodstuffs, such as tea; bleaching does not occur if articles are dry.

The machine is easy to work and full instructions are supplied with it. The cost is, I believe, £1,000. The gross weight is 75 cwt. Height, 4 ft. 6 in. Base dimensions, 10 ft. by 6 ft. 8 in.

It was decided to reply that the Committee saw no reason to alter the views expressed in 1901 that the use of the apparatus would inevitably involve the detention of steamers, and consequent heavy expense; and in the second place it would be impracticable because in most cases vessels calling here have large quantities of cargo on board for ports beyond this.

THE WAR.

COST OF THE WAR.

The war expenditure is gradually increasing, as the theatre of operations extends. The latest investigation, the *Asahi* states, shows that the total amount defrayed from the outset is ¥208,000,000, which was raised as follows:— ¥77,000,000.....From national loans. ¥6,000,000.....Loan floated in Britain. ¥30,000,000.....Borrowed from the Bank of Japan.

¥25,000,000.....Appropriations from funds for Government works, the account of which is kept independently of the General Budget.

¥6,000,000.....Extraordinary war tax. ¥2,000,000.....Miscellaneous accounts. ¥8,000,000.....From reserve funds resulting from the curtailment of expenses in every Government department.

So far, the war disbursements average a little over ¥1,000,000 a day. This amount is said to be much below the estimates, which did not err on the side of illiberality. The actual expenditure will not exceed ¥360,000,000, at the end of this year, although it was estimated that ¥530,000,000 would be expended by that time.

The Russian Forces around Liaoyang, commanded by General Kuropatkin in person, according to advices received by the authorities of the Peiyang Administration, says the *N. C. D. News*, numbered, on the 9th inst., 175,000 men, composed of all three arms with ninety-six field, eighteen mountain, and thirty-four machine guns. Of this large number of men nearly 13,000 are in hospital, so ill that their fighting value is a negligible quantity. About 60,000, however, are from European Russia and in good condition. The balance of the troops is composed of men of the Siberian Army who have been beaten again and again by the Japanese, and the quality of the terrible Shimose poison gas and practically down on their luck, entirely dispirited.

A French journalist who is following the staff of General Kuropatkin in Manchuria, writes in his paper in Paris that the Japanese have certain men in each regiment who are dead shots and who only fire at Russian officers during an engagement. Before leaving Tokyo these sharpshooters, says the writer, were made familiar with the uniforms of all Russian officers and spent several weeks at target practice firing at dummies dressed as Russian army officers, and none of them was declared fit to go to the front until he could hit one of these targets nine times out of ten at a distance of a thousand metres. The correspondent says he learned this from a Japanese officer who was captured in a recent skirmish. This is held to explain the unusually large number of Russian officers who have been killed or wounded during all engagements. "Three regiments in one battle, in which the soldiers fought behind entrenchments, lost no less than seventy-three officers, and the surviving officers said that as soon as they showed their heads or shoulders over the top of the entrenchment, a shower of bullets struck all around them. Any officer that dares to show himself on horseback might as well commit suicide. Many artillery and cavalry regiments have lost all their officers and are being commanded by young men hardly out of the military academy."

While giving publicity to this, it may be well to add that of course there is no truth in this story about firing at dummies to represent Russian officers.—*Kobe Chronicle*.

EMPIRE CABLES.

At a monthly meeting of the general committee of the Hongkong General Chamber of Commerce held on 12th ult., the following letter was read from the Board of Trade of the City of Ottawa:—

SIR,—I have the honour on behalf of the Board of Trade of the City of Ottawa to request that you will bring the enclosed communication on the subject of "The Empire Cables" to the attention of your Association.

We entertain the hope that in the effort to advance the general interest, your co-operation may be counted on.

Be good enough to inform me of whatever action your Association may take, and by so doing greatly oblige

Your faithfully,

(Sd.) CECIL BETHUNE, Secretary.

P. S.—I am requested to add to what is stated in the enclosed printed explanation, that the Empire Cables would, it is believed, directly on their completion reduce charges on long distance messages 50 per cent., to be soon followed by a still greater reduction. The supreme importance of cheap telegraphy all round the Empire will be obvious to our people elsewhere.

(Sd.) CECIL BETHUNE.

It was agreed to reply that this Chamber sympathised with any scheme which had for its object increased facilities for telegraphic communication, but being a cosmopolitan Chamber, the Committee were more inclined to encourage "free trade in cables" as recommended in the British Inter-Departmental Committee's Report on Cable Communications laid before the Houses of Parliament in May, 1902.

THE LATE MR. G. F. HEWETT.

Many residents in the Far East, says the *Japan Mail*, will read with regret the death of Mr. G. F. Hewett, which sad event occurred at his residence on the Bluff, Yokohama, shortly after 5 o'clock on the 2nd inst. A native of North Shields, Mr. Hewett first came to the East in the employ of the Hongkong and Whampoa Dock Company and after spending some time in Hongkong joined the firm of Messrs. Kelly & Walsh, Ltd., arriving in Japan some fifteen years ago. A life of gentle unobtrusive goodness has been brought to a close, for he was a man who never made an enemy but won staunch friendships. At the time of his death he was W. M. of the Yokohama Lodge of Freemasons, and his removal will be sadly felt by his brethren.

PROPOSED COLONIAL AND INDIAN EXHIBITION.

The following correspondence was read at the last monthly meeting of the Hongkong Chamber of Commerce:—

Colonial Secretary's Office,

30th June, 1904.

SIR,—I am directed to forward for the information of your Chamber the enclosed copy of a letter from the Commissioner of the proposed Colonial and Indian Exhibition together with a syllabus broadly sketching the objects for which it is proposed to hold the Exhibition.

I shall be glad to be favoured with any remarks which your Chamber may be good enough to make with regard to the scheme.—I have, etc.,

(Sd.) A. M. THOMSON,

Colonial Secretary.

(Enclosure.)

The Secretary, Chamber of Commerce, Crystal Palace Company, 14, Victoria Street, Westminster, 23rd April, 1904.

SIR,—I am desired by the Directors of the Crystal Palace to forward you two copies of a scheme for a Colonial and Indian Exhibition, which will be held at the Crystal Palace during the summer of 1905, and to ask that you will be good enough to bring it before your Government with a view to their taking part in the Exhibition.

The objects of the proposed Exhibition are fully detailed in the enclosed prospectus, and I am to ask you to impress upon your Government the many advantages, direct and indirect, likely to result from their sending to the Crystal Palace a representative collection of the products and manufactures of your Colony which will bring before the people of the United Kingdom the resources and capabilities of your Colony, and are at the same time likely to obtain a remunerative market in this country.

In the event of your accepting in principle the policy of being represented at this Pan-Britannic Exhibition, the question of expenditure would next have to be considered, and I am glad to be able to point out that the architectural surroundings of the Crystal Palace render it unnecessary to make any considerable disbursements in the way of decoration, and that little further expense is necessary beyond payment for the space, the freights and insurance of the exhibits, their installation, and a moderate sum for keeping them clean. The heavy outlay made at Paris, Chicago and St. Louis, as well as the Colonial and Indian Exhibition of 1886, is quite unnecessary.

It is proposed to appoint juries which will submit the various objects exhibited to an exhaustive examination, and will award to them diplomas commensurate with their merit.

As the Exhibition will open in little more than twelve months from the present date, my Directors are desirous of obtaining the decision of your Government as speedily as possible.—Yours, etc.,

(Sd.) GEORGE COLLINS LEVEY.

The Officer Administering the Government of Hongkong.

It was decided to reply that the Committee sympathised with the objects of the exhibition, and that the Registrar-General of Chinese might be instructed by the Government to place before the Chinese the advantages to be gained by sending exhibits of blackwood, ivory ware, silver ware, etc.

THE RAUB GOLD MINE.

A Pahang correspondent writes as follows:—Exceedingly heavy rains following suddenly upon a long period of exceptional drought have again wrought devastation at the Raub Co.'s power station. Huge trees and immense masses of earth have in part carried away and in part buried the wooden flume which conveys water from the masonry dam into the pipe line that supplies the turbines driving the electric generators. Though the damage is not nearly so great as that caused two years ago by the tin miners' tailings choking the pipe line, it is still serious enough, not less in the cost of the repairs than in the reduction of the output from the mill during the idle period while power is not forthcoming.

It must not be understood, however, that idleness reigns at Raub. Just as, in 1901, the demolition of the power station was made the occasion for re-timbering the main shaft at Bukit Koman, which would in any case have compelled a long stoppage, so now the opportunity is being taken to replace the old steam winding and pumping gear by electrically driven machinery, and to introduce changes which are expected to most materially reduce working costs in the future. Quite a spirit of elation is manifest in the General Manager and his staff all round at the immediate prospect of an end of the ceaseless worries inseparable from a weekly consumption of 100 to 200 cords of firewood, to which have lately been added certain "Regulations" concerning boilers, which, one hears, have been, and perhaps still are, productive of most acute friction between the authorities and the management.—*Malay Mail*.

COMMERCIAL.

HEMP.

In their circular of 31st ult., Messrs. Warner, Barnes and Co., Manila, write:—

There has been little variation in prices paid for hemp since the date of our last circular. A parcel of Leyte changed hands at P. C. 25.75 (for current and P. C. 19.25 for superior seconds, and a fair amount of Albay etc. has been retailed on basis of P. C. 18.50 for current.

From Albay and Sorsogon with the somewhat higher prices now ruling it is expected there will be a moderate increase in supplies during next month, but this will be at least partly counterbalanced by falling off of supplies from Samar where there is much trouble from dis-

contented natives and bandits who are burning the villages and killing the peaceful natives. Reports say supplies from this district will be very short during remainder of the year. Dealers' holdings are very small and as they continue to pay very full prices in provinces they are asking for some advance on late figures.

To-day's Advertisements.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"GNEISENAU,"

of the NORDDEUTSCHER LLOYD,

Captain H. Neeker, will leave for the above places TO-MORROW, the 17th instant, at 10 A.M.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 16th August, 1904. [3]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per Cent. or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 17th August, 1904.

SHAREHOLDERS are requested to apply to the Office of the Company for WARRANTS. By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 16th August, 1904. [934]

HONGKONG JOCKEY CLUB.

A MEETING of SUBSCRIBERS to the Subscription Griffin List will be held at the HONGKONG HOTEL on MONDAY next, 22nd instant, at 4 P.M.

Members who wish to put their names down and have not already done so will oblige by sending in to the Undersigned before that date. By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 16th August, 1904. [935]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 18th August, 1904, at 2.30 P.M.,

at their

Sales Rooms,

Shipping-Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	18th August.
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

S.S. "IDOMENEUS" left Singapore for this port on Saturday at daylight, and is due on the 18th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	17th August.
GENOA, MARSEILLES & L'POOL	"SARPEDON"	18th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 16th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	17th August.
CEBU and ILOILO	"KAIPO"	18th "
SWATOW, CHEFOO and TIENTSIN	"KANBU"	19th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th September.

*The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 16th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amiships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th August, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th August, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 13th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M. from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Return and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.
—MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 6th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class, \$3.00 for Single Journey.
2nd " 1.50 " " "
Meals " 1.00 each " "
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904.

Shipping-Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904. (819)

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,300 J. P. MARTIN.
"KWONG TUNG" 1,323 H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4.
Meals " (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. (781)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG,"

Captain T. M. Meyrick, will be despatched as above, on FRIDAY, the 19th inst., at 4 P.M.
This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th August, 1904. (928)

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"

4,573 tons,
Capt. G. W. Gordon, R.N.R., will be despatched for LONDON (DIRECT), on or about 19th August.
Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th August, 1904. (865)

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About.

"LOWTHER CASTLE" 20th August.

"ATHOLL" 20th September.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 13th August, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Capt. Geo. Payne, will be despatched as above, on MONDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th August, 1904. (912)

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th August, 1904. (789)

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Candy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th August, 1904. (923)

Shipping-Steamer.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"GNEISENAU,"

Captain H. Bleeker, due here with the outward German Mail about TUESDAY at 2 P.M., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,
Agents.
Hongkong, 12th August, 1904. (13)

To Let.

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 15th June, 1904. (729)

TO LET AT MACAO.

HOUSE No. 15, PRAIA GRANDE, well ventilated, with large and airy rooms and nice verandah.

For Particulars, apply to

OMER CASSAM MOOSA,
49, Rua Central,
Macao.

4th August, 1904. (909)

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. (149)

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.
Hongkong, 27th April, 1904. (550)

TO LET.

6, SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes.

Apply to—

"CHEAP."
C/o this Paper.

Hongkong, 4th August, 1904. (908)

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15, GAP ROAD, MORRISON HILL, thoroughly cleaned and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,
or
A. STEVENSON,
Agent for Lessee,
C/o THE PHARMACY,
房藥大法中

No. 56, Queen's Road Central.
Hongkong, 6th August, 1904. (911)

TO LET.

NO. 1, RIFON TERRACE IN FLATS.

No. 4, RIFON TERRACE.

No. 19, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing "Polo Ground."

OFFICES in course of erection, CON-NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th July, 1904. (879)

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. (436)

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY TOWN.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th July, 1904. (883)

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 16th August, 1904. 100 cts. per \$ Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu "	18
" Breast—Ngau Lam	18
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" " Serjeon—Ngau Lau	26
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—" Know", per set	9
" Tongue fresh—Ngau Li	45
" " corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-koek	75
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chidlings—Chi cheong	16
" Brains—Chi Know	2
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	8
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	24
" Pork Chop—Chi Pai Kwat	23
" Corned—Ham Chu Yuk	1
" Leg—Chu Pei	24
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	50
" Keok	50
" Heart—Yeung Sum	6
" Kidney—Yeung Yiu	10
" Liver—Yeung Con	21
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sung Ngau Yau	17
" Mutton—Sung Yeung Yau	22
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	20
" (Chefoo)—Tin Chun Ping	15
" Small—Hoi Tong	10
" Custard—Fan Lai Chi	—
Bananas, fragrant, Canton—Sang Sheng	3
" Heung Chiu	3
" (brides), Macao—San Lieung Chiu	20
Chestnuts, Chinese—Foong Lut	3
Carambola—Yeung Tou	12
Cocoanuts—Yeh Tsz	9
Grapes—Sin Tai Tsz	12
Lemons, China—Ning Moong	6
" Amer.—Kun San Ning Moong	18
Lichees, Dried—Lai Chi Con	—
" Fresh, Lai Chi	—
Limes, (Saugon)—Sai Kung Ning	5
Moong	—
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	30
Mangosteens, San Chuk Tsz	30
Oranges, (Canton)—Sang Sheng Tim	30
" Chang	—
" Small—Tai Kut	—
" Mandarin—Tim Kut	6
Olives—Pak Lam	—
Pears, (American)—Kam San Shut Li	—
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	25
Peanuts, Fa Sang	10
Persimmons Large, Hung Chie	15
Pine-apples, 1st quality—Sheung Poon	10
" Ti Paw-law	—
" 2nd cooking—Chung-lang	—
" Paw-law	—
" Matams—Tai Chen	2
Plums, Swatow—Hung Lai	15
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tsz	10
" Green—Sang Hop Tsz	10

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	—
" Chi Chai	—
Beans, (French) Macao—Oh Moon Pin	12
" Tau	—
Beans, (French), Shanghai—Sheung Hoi	—
" Pin Tau	—
Beans, Sprout—Ah Choi	2
Beans Long—Tau Kok	6
Beet Root—Hung Chai Tau	2
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

H KONG.

Intimation.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical
Work.

ADDRESS:—1, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904. [61]

Shipping.

Arrivals.

Rubi, Br. s.s., 1,511, R. W. Almond, 15th Aug.,
—Manila 13th Aug, Gen.—S. T. & Co.
Moyne, Br. s.s., 3,015, D. P. Campbell, 15th
Aug.,—Foonchow 13th Aug, Gen.—B. &
S.
Mathilde, Ger. s.s., 678, G. Schalkie, 15th
Aug.,—Hohow 14th Aug, Coals and Gen.—
J. & Co.
Empress of India, Br. s.s., 3,032, O. P. Marshall,
16th Aug.,—Vancouver 25th July, and
Shanghai 13th Aug, Mails and Gen.—C.
P. R. Co.
Waishang, Br. s.s., 1,170, M. Courtney, 16th
Aug.,—Canton 15th Aug, Gen.—J. M. &
Co.
Ocampo, Br. s.s., 1,311, G. G. Graham, 16th
Aug.,—Mororan 6th Aug, Coal.—D. & Co.,
Ld.
Taiwan, Br. s.s., 1,109, H. Harder, 16th Aug.,
—Canton 15th Aug, Gen.—B. & S.
Meefoo, Ch. s.s., 1,321, J. Whitlow, 16th Aug.,
—Canton 15th Aug, Gen.—C. M. S. N.
Co.
Gneissau, Ger. s.s., 5,004, H. Bleaker, 16th
Aug.,—Bremen 17th July, and Singapore
12th Aug, Mails and Gen.—M. & Co.

Clearances at the Harbour Office.

Anpho, for Kobe.

Hatching, for Swatow.

Johanna, for Swatow.

Hongkong, for West River.

Hanchuan, for Shanghai.

Chukong, for Macao.

Pronto, for Chetoo.

Rajaburi, for Swatow.

Linton, for West River.

Hot Ho, for Canton.

San Chang, for Canton.

Triumph, for Swatow.

Pah Kong, for West River.

Haitan, for Swatow.

Kwongchow, for Canton.

Tuan, for Manila.

Mathilde, for Swatow.

Aphirade, for Hohow.

Korea, for Amoy.

Catherine Apcar, for Singapore.

Glenogle, for Amoy.

Departures.

Aug. 16.

Korea, for San Francisco.

Hatching, for Swatow.

Haitan, for Hainan I.

Pronto, for Chetoo.

Rajaburi, for Bangkok.

Johanna, for Swatow.

Haitan, for Coast Ports.

Haimidi, for Kobe.

Bink Thuan, for Hongkong.

Belgian King, for Kobe.

Catherine Apcar, for Calcutta.

Tian, for Manila.

Glenogle, for Straits.

Per Empress of India, from Yokohama—Dr.

E. T. Wilson. From Kobe—Messrs. F. W.
Hoff and J. Archer. From Shanghai—Mr. G.
Ramadas, Mr. and Mrs. E. M. Webster, Lieut.
L. H. Branson, Lee Che Sam, and 173 Chinese.

Per Rubi, from Manila—Capt. L. B. Man-
chester, U.S.A., Mr. W. E. Davis, Capt. J. J.
Henry, Messrs. F. Chamberlain, C. E. G.
Jungfeldt, Mr. and Mrs. H. P. Willis, Messrs.
Dionisio B. Taso Bengel, Que Cay, B. H.
Macke, Miss Clara Dodge, Mr. and Mrs. C. C.
McLain and 3 children, Mr. H. H. King, Mr.
and Mrs. Pieters, Messrs. A. H. Putney, S. F.
Gaches, and 175 Chinese.

Per Gneissau, for Hongkong from Gibraltar
—Mr. G. R. Putnam. From Singapore—Mr.
and Mrs. H. Suter, Messrs. C. Y. Davies, Yu
Lye Choon, Haon Lam, W. Fletcher and
servant, Th. Siat and servant, Ch. Ying Shie
and servant, V. Schaulk, Dr. Yehang, Messrs.
W. D. Sloan and Lo Po San. From Bremen
—Messrs. Sievers. From Southampton—
Mr. M. T. Ding. From Singapore—Mr. and
Mrs. N. S. Tong, H. Ruchwaldy and Man Yau.

Shipping Report.

Str. Rubi from Manila—Strong winds from
W. to N.W. with considerable sea.

Str. Moyne from Foonchow—Strong N.W.
wind and rough sea on 13 inst, light to moderate
W. wind on 14th.

Str. Ocampo from Mororan—Strong N.E.
wind in Formosa Channel, otherwise fine weather
throughout.

Vessels in Port.

Arrivals: Ger. s.s., 1,001, F. Schaefer, 11th Aug.,
—Bangkok 3rd Aug, Rice and Wood.—
B. & S.
Anglo-Australian, Br. s.s., 2,381, O. H. Lewis,
11th Aug.,—New York via Singapore 11th
June, Case Oil.—S. O. Co.
Apenrade, Ger. s.s., 611, A. P. Ulderup, 13th
Aug.,—Haiphong 9th Aug, and Hohow
12th, Gen.—J. & Co.
Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.,
—Sydney via Ports 19th July, Gen.—B. &
S.
Chowla, Ger. s.s., 1,055, T. Spiesen, 12th Aug.,
—Kobischang 6th Aug, Rice.—B. & S.
Devawongse, Ger. s.s., 1,057, Ch. Kumpel, 10th
Aug.,—Bangkok 4th Aug, Rice.—B. & S.
Emma Luyken, Ger. s.s., 1,160, H. Martens,
28th July, Singapore 22nd July, Sugar
and Nuts.—Chinese.
Empire, Br. s.s., 2,843, P. T. Helms, 14th Aug.,
—Kobe 9th Aug, Gen.—G. L. & Co.
Foo Shing, Br. s.s., 1,423, T. Arthur, 14th Aug.,
—Mojib 8th Aug, Coal.—J. M. & Co.
Hinsang, Br. s.s., 1,135, W. E. Sawyer, 9th
Aug.,—Saigon 5th Aug, Rice.—J. M. &
Co.
Kailong, Br. s.s., 1,024, E. Finlayson, 14th Aug.,
—Cebu and Iloilo 10th Aug, Hemp, Sugar
and Sapan Wood.—B. & S.
Karin, Swed. s.s., 607, G. Peterson, 15th Aug.,
—Sumbawa 5th Aug, Sugar.—S. W. & Co.
Keongwal, Ger. s.s., 1,115, W. Mullermann,
6th Aug.,—Bangkok 20th July, Rice and
Teak.—M. & Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 13th Aug.,
—Saigon 9th Aug, Rice and Meal.—Wo
Fat Sing.
Legazpi, Am. s.s., 561, D. Kibbar, 15th Aug.,
—Manila 12th Aug, Gen.—Barretto & Co.
Lothian, Br. s.s., 3,223, J. C. Williamson, 4th
Aug.,—Salina Cruz 3rd June, Ballast.—C.
S. S. Co.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.,
—Sandakan 4th Aug, Timber.—J. M. &
Co.
Mercedes, Br. s.s., 3,000, G. S. McGregor, 11th
Aug.,—Wei-hai-wei 4th Aug, Ballast.—
Order.
Nam Sang, Br. s.s., 2,591, Geo. Payne, 13th
Aug.,—Calcutta via Penang and Singapore
30th July, Gen.—J. M. & Co.
Phranang, Ger. s.s., 1,021, F. Schmalzuss, 12th
Aug.,—Bangkok 4th Aug, Rice.—B. & S.
Preussen, Ger. s.s., 5,295, Ed. Prehn, 15th Aug.,
—Yokohama 6th Aug, Tea, Silk, Ore and
Curios, &c.—M. & Co.
Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.,
—Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 5th July,
—New York 4th May, Gen. and Case Oil.—
D. & Co., Ld.
Tafu, Ger. s.s., 1,083, C. Ulberfeldt, 11th Aug.,
—Saigon 6th Aug, Rice and Rice-flour.—
E. A. T. Co.
Triumph, Ger. s.s., 769, A. Hansen, 14th Aug.,
—Foonchow via Amoy and Swatow 13th
Aug, Gen.—J. & Co.
Wongkol, Ger. s.s., 1,115, F. V. Bruhn, 3rd
Aug.,—Bangkok 28th July, Rice and
Wood.—B. & S.
Yuensang, Br. s.s., 1,128, T. M. Meyrick, 13th
Aug.,—Manila 10th Aug, Gen.—J. M. &
Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,
—New York 10th Dec, 1903, Case Oil.—
S. O. Co.
E. B. Sutton, Am. ship, 1,630, Johnson, 19th
July,—Canton 20th June, Ballast.—Order.
Eva, T. Ray, Am. ship, 918, Kanten, 6th Aug.,
—Manila 24th June, Timber.—Order.
Kentmore, Br. ship, 2,334, Burch, 14th June,
—New York 29th Jan, Kerosine.—S. O. Co.
Sokoto, Br. 4-masted ship, 3,193, Wm. Bourke,
1st Aug.,—New York 3rd April, Petroleum.—
S. O. Co.
Trongate, Br. ship, 949, A. Hutton, 28th May,
—Fremantle 23rd May, Sandalwood.—
Gilman & Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock.
Shanghai ...
H.M.S. Leviathan ...
Lothian ...
Wongkol ...
Kinsha ...
Leviathan ...
Moonen ...
Ocean ...
Other ...
Phenix ...
Rambler ...
Robin ...
Rosario ...
Sandpiper ...
Snipe ...
Taku ...
Tamar ...
Teal ...
Thebes ...
Tweed ...
Vengeance ...
Vestal ...
Virago ...
Waterwitch ...
Whiting ...
Woodcock ...
Woodlark ...

Ships Passed The Canal.

Onward—15th July—Scandia, Armenia,
Sambila, 20th July—Briskul, Ataka, 23rd
July—Albana, Formosa, Rastila, Idomenus,
Rammoor, 27th July—Dardanus, Clavertun,
Beachley, 30th July—Annun, Tydus, El-
laric, 3rd August—Dante, Ernest Bulynas,
Stomax, Seydlitz, 6th August—Telemaque,
Japan, 9th August—Eldorado, Alexandria,
Bayern, Ambria, Balfour, Seneia, 13th August—
—Malacca, Patroclus, Heathcliff, Suevia,
Barotia.
Homeward—15th July—Perla, Polynesian,
Pah Ling, 27th July—Segovia, 9th August—
—Trelia, Yang Tse, Banteloch, 15th August—
—Candia.
Arrivals at Home—15th July—Alcinous,
Oldenburg, Prometheus, Australia, 20th
July—Gianturri, Sachin, 23rd July—Mar-
burg, Decalton, 27th July—Margula, Bac-
quahem, Strassburg, 30th July—Zluten, 3rd
August—Ternak, 6th August—Ceylon, 9th
August—Bismarck, Himalaya, Segovia, Mon-
mouth, Agamemnon, 13th August—Yari,
ra, Seydlitz, Main.

Steamers Expected.

Vessels	From	Agents	Due
Gaelic	Shanghai	O. & O. Co.	Aug. 17
Idigenous	Singapore	B. & S.	Aug. 17
Austria	Singapore	S. W. & Co.	Aug. 18
Mongolia	San Francisco	P. M. Co.	Aug. 27
Araxonia	Portland	P. & A. Co.	Aug. 31

Post Office.

In future, there will be one delivery of
correspondence each day on week days, only
in Shaukiwan, leaving General Post Office at
noon.

Pillar Boxes at Arsenal Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street	8 a.m.—11 a.m.
	2 p.m.—5 p.m.
Arsenal Street	8 a.m.—11 a.m.
	2 p.m.—5 p.m.

A Mail will close for—

Canton—Per Honam, 17th Aug, 7.30 A.M.
Europe, &c., India, via Tuticorin—Per
Preussen, 17th Aug, 8 A.M.
Swatow, Amoy and Foonchow—Per Triumph,
17th Aug, 9 A.M.
Manila, Timor, Port Darwin, Thursday
Island, Cooktown, Cairns, Townsville, Bris-
bane, Sydney, Hobart, Launceston, New
Zealand, Melbourne, Adelaide and Perth—Per
Empire, 17th Aug, 11 A.M.
Manila—Per Legazpi, 17th Aug, 11 A.M.
Swatow—Per Mathilde, 17th Aug, 11 A.M.
Macao—Per Hongkong, 17th Aug, 1.15 P.M.
Shanghai—Per Wai-sing, 17th Aug, 3 P.M.
Shanghai—Per Taiwan, 17th Aug, 4 P.M.
Kongmoon, Kumchuk and Samsui—Per
Tak Hing, 17th Aug, 4 P.M.
Singapore—Per Moyne, 17th Aug, 4 P.M.
Canton—Per Kinsan, 17th Aug, 5 P.M.
Nantao—Per Taichun, 17th Aug, 5 P.M.
Sanbue—Per Hoi Fu, 17th Aug, 5 P.M.
Macao—Per Wingchui, 17th Aug, 5 P.M.
Canton—Per Hankow, 18th Aug, 7.30 A.M.
Swatow, Singapore and Bangkok—Per
Phranang, 18th Aug, 9 A.M.
Quang-chow-wan, Hohow, Pakhoi and
Halphong—Per Hui, 18th Aug, 9 A.M.
Bangkok—Per Krongwal, 18th Aug, 11 A.M.
Bangkok—Per Angkor, 18th Aug, 11 A.M.
Cebu and Iloilo—Per Kailong, 18th Aug,
4 P.M.
Swatow and Tientsin—Per Wosang, 18th
Aug, 4 P.M.
Canton—Per Powan, 18th Aug, 5 P.M.
Nantao—Per Taichun, 18th Aug, 5 P.M.
Sanbue—Per Hoi Fu, 18th Aug, 5 P.M.
Macao—Per Wingchui, 18th Aug, 5 P.M.
Canton—Per Kinsan, 18th Aug, 7.30 A.M.
Panama and Callao (Peru)—Per Kensington,
19th Aug, 2 P.M.
Manila—Per Yuensang, 19th Aug, 3 P.M.
Nantao—Per Taichun, 19th Aug, 5 P.M.
Sanbue—Per Hoi Fu, 19th Aug, 5 P.M.
Macao—Per Wingchui, 19th Aug, 5 P.M.
Canton—Per Powan, 19th Aug, 5 P.M.
Canton—Per Powan, 20th Aug, 7.30 A.M.
Manila—Per Rubi, 20th Aug, 9 A.M.
Shanghai and Yokohama—Per Austria, 20th
Aug, 5 P.M.
Nantao—Per Taichun, 20th Aug, 5 P.M.
Sanbue—Per Hoi Fu, 20th Aug, 5 P.M.
Macao—Per Wingchui, 20th Aug, 5 P.M.
Nantao—Per Taichun, 21st Aug, 9 A.M.
Sanbue—Per Hoi Fu, 21st Aug, 9 A.M.
Canton—Per Hankow, 21st Aug, 9 A.M.
Europe, &c., India, via Tuticorin—Per
Tourane, 23rd Aug, 11 A.M.
Singapore, Penang and Calcutta—Per
Namang, 23rd Aug, 2 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of India, 24th Aug, 11 A.M.
Sandakan—Per Mausang, 24th Aug, 1 P.M.
Swatow, Chetoo and Tientsin—Per Kanu,
25th Aug, 3 P.M.
Europe, &c., India, via Tuticorin—Per
Cosmopolis, 27th Aug, 11 A.M.
Manila—Per Zaffro, 28th Aug, 9 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney and
Melbourne—Per Changsha, 13th Sept, 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of Japan, 21st Sept, 11 A.M.

VISITORS AT THE HOTELS.

HONGKONG.

Albert, L.	Macdonald, D.
Anderson, W. M.	Macgowan, R. J.
Beattie, R. B.	Mackie, C. Gordon
Bingham, Mr. & Mrs.	Marriott, Dr. O.
T. E. and child	Martin, R. R.
Birbeck, R. J.	Mattil, C.
Bisney, Mr. and Mrs. S.	McAran, T. P.
Bisney, Miss	Meikle, Mr. & Mrs. E.
Bissell, W. S.	Meyer, Capt.
Boggan, Mr. & Mrs. R.	Miller, N.
Bonner, E. A.	Milton, Miss.
Borthwick, Mrs. R. W.	Moir, G. A.
Boyce, W. B.	Moon, Mr. & Mrs. E. M.
Chamberlain, Mrs. F.	Moss, Mr. and Mrs.
Clark, W. G.	Newington, A. G.
Cunningham, G.	North, C. J.
Darby, A. J.	Pattie, Mrs. J. A.
Davies, F. O.	Potter, A. G.
Davies, Mr. J. T.	Prieou, Miss F. La
Deacon, F. B.	Rayner, F. S.
Dean, G.	Rice, P. F.
Delbourgo, T.	Rosenfeld, J.
Deffin, Dr. and valet	Sayer, G. Burton
Douglas, Capt. & Mrs. J.	Sayle, R. T. D.
Douglas, T. C.	Scott, Mr. & Mrs. J. G.
Edwards, Mrs. C. G.	Scott, Dr.
Emerson, A.	Scott, C.
Fisher, H. G.	Somerville, Geo.
Garrick, S. S.	Somerville, Mrs. A.
Gellatly, A. W.	Soper, C. H.
Gellatly, Miss A. H.	Sternfield, J. L.
Glover, C.	Stewart, W. M.
Graham, F.	Tebbit, Miss
Hall, Capt. T.	Thomas, C. B.
Harding, R.	Thornbrow, J.
Hayton, J. T.	Trimml, W. D.
Hedford, R. G.	Trimml, W. D.
Henry, Capt. J.	Webster, Mr. and Mrs.
Icely, Rev. F.	E. M.
Johnansen, E.	Wemyss, J. L.
Joseph, Mr. & Mrs. E. S.	Whitton, Mrs. A. M.
Katsch, E. A.	and child
Kinch, F.	Wolf, Philip
Lewis, A. R.	Wright, Mr. and Mrs.
Liesching, Mr. & Mrs.	Gordon
L. O.	

KING EDWARD.

Bassett, P. P.	Maximoff, Capt. and
Cross, C. W.	Mrs.
Davies, W. E.	Osborn, Mrs. G.
Farias, Mr. and Mrs. J.	Otterson, J. E.
Fitch, Jr., E. O.	Ough, A. H.
Foreman, J.	Passmore, Capt. W.
Hardy, H. J.	Putney, Albert H.
Hawkes, U. S. N., Dr.	Sandbalm, Capt. B.
Robt. H.	Shepherd, Bruce
Holt, Fred. W.	Shepherd, E. G.
Quang-chow-wan, Hohow, Pakhoi and	Staeger, O.
Halphong—Per Hui, 18th Aug, 9 A.M.	Stahlberg, Mr. & Mrs.
Bangkok—Per Krongwal, 18th Aug, 11 A.M.	R.
Bangkok—Per Angkor, 18th Aug, 11 A.M.	Stephens, Mr. & Mrs.
Cebu and Iloilo—Per Kailong, 18th Aug, 4 P.M.	M. J. D.
Swatow and Tientsin—Per Wosang, 18th	Vaughan, H. S.
Aug, 4 P.M.	Worden, H. B.
Canton—Per Powan, 18th Aug, 5 P.M.	Wortman, A.
Nantao—Per Taichun, 18th Aug, 5 P.M.	
Sanbue—Per Hoi Fu, 18	

CONNAUGHT.

Bell, Mrs. J.	Kirby, R.N., Capt.
Christie, Mr. & Mrs. D.	Kirkgoose, Hugh
Cronin, John	Menashih, R.
Eyre, Mr. and Mrs. H.	Newborn, R. H.
Ezekiel, R. M.	Reeves, Miss
Helme, E. B.	Spratt, R.N., W. R.
Howard, E.	Webb-Bowen, M.
Jackson, T. B.	Wilson, Mrs. F.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Aranda* which bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 10th August, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Victoria*, due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shawmut</i>	9,606	W. M. Smith	Aug. 31
<i>Tremont</i>	9,606	T. W. Garlick	Oct. 1
<i>Shawmut</i>	9,606	W. M. Smith	...
<i>Tremont</i>	9,606	T. W. Garlick	...
<i>Lyra</i>	4,417	G. V. Williams	...
<i>Hyades</i>	3,753	Geo. Wright	...

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

<i>Shawmut</i>	9,606	W. M. Smith	Aug. 20
<i>Tremont</i>	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 15th August, 1904.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 15th August, 1904.

S.S. "MANCHE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Bagdad*, from Havre ex s.s. *Rocheville*, and from Bordeaux ex s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after FRIDAY, the 19th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th August, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 19th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 12th August, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"KOREA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

All Claims must be sent in to me on or before the 21st instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 11th August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Mormora* and *Palawan*.

From Australia, ex S.S. *Mongolia*.

From Calcutta, ex S.S. *Somali*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$665 sales
National Bank of China, Limited.	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	(London 6/8) \$38 buyers \$10
Do. (Founders)	750	£1	£1	\$191,973		None		
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,992,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$386,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$50	\$50	\$500,000	\$110,551	\$15 for 1902	7 %	\$210 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,947	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$501 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000	£5,853	10/- for 1903	5 %	\$111 sa. & b.
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$500,000	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04	6 1/2 %	\$38 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$150,935	\$33,648	{ \$0.90 & b. 20 cts. } for year ending 30.4.04	4 1/2 %	\$28 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000	£19,555	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	\$21,675	Tls. 865	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/- buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	£18,000	Tls. 55,541	Interim of Tls. 14 for 1904	10 %	Tls. 30
Do. (Preference)	100,000			Tls. 201,614		Final of { Tls. 24 making Tls. 44 }	9 1/2 %	Tls. 47 1/2 buyers
				none		Final of { Tls. 14 making Tls. 38 }	7 1/2 %	Tls. 46 1/2 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$182 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,952 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 64 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second } half year 1903	6 1/2 %	\$228 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 %	Tls. 175 sellers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,935	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750				\$29,926	{ \$7 dividend } for 1903	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1903	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000	\$28,015	Final of \$24 making \$5 for 1903	4 1/2 %	\$177 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,956	Interim of \$6 for 1904	8 %	\$153 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 130,000	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Tls. 17,144		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$62
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 } { \$10,771 } { \$20,000 }	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 41,000	\$16,301	\$24 for year ended 30.6.30	7 1/2 %	\$33
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.674 for the year ending 31.3.1904	6 1/2 %	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 33		Tls. 40
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 } { \$50,000 }	\$99,177	90 cents for 1903	7 1/2 %	\$13 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	6 1/2 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Tls. 5 for Tls. 3 making Tls. 6	9 1/2 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$201 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$104
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 } { \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$154 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	12 %	\$84 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	{ \$1.00 } for year ending 30.4.1904	7 %	\$154 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	£7,387	{ 50 cents } for year ending 31.7.1.03	5 1/2 %	\$94 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	{ 1 div. and 2/- bonus for 1902 }		\$160 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 100,000	Tls. 7,359	Interim of Tls. 34 for 1901	9 %	Tls. 95 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 140,000	Tls. 667	Interim of 15/- for 1901	7 1/2 %	Tls. 390 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 15,259	Tls. 413	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 140 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	none	\$13,104	Tls. 2 for half year		Tls. 131 sellers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$186,000	\$21,582	Final of \$14 making \$31 for 1903	11 1/2 %	\$30 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	none	\$8,395	Final of \$17 making \$12 for year end. 29.2.04	9 1/2 %	\$130 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$10 for 1903	7 1/2 %	\$140 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	\$3.75 for 1903	7 1/2 %	\$48 sellers
Straits Ice Company, Limited	2,000	\$100	\$100	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$240 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$71	\$6	\$30,000	\$4,283	\$71 for second half year 1903	9 1/2 %	\$160 sales
Dairy Farm Company, Limited	10,000	\$71	\$6	\$30,000	\$3,629	\$24 for year ending 30.11.1903	7 1/2 %	\$280 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$596	\$14 for year ending 31.7.1.03	6 1/2 %	\$20 sales
Bell's Asbestos Eastern Agency, Limited	8,604	£16 1/2	£16 1/2	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$37 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	none	\$1,161	6d. per share for 1903	5 1/2 %	\$5 buyers
Do. (Founders)	100	\$10	\$10	\$20,000	\$480	{ 90 cents } for year ended 31.5.1904	9 1/2 %	\$94 buyers
Tebrau Planting Company, Limited	20,000	\$10	\$10	none	Dr. \$42,551	{ \$20.70 } for year ended 31.5.1904	10 1/2 %	\$164 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	None		\$183
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Interim of 70 cents	8 %	104 buyers
William Powell, Limited	12,000	\$5	\$5	none	\$4,757	None		\$12 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	Interim of 50 cents for 1903/4	8 1/2 %	\$7 sellers
Maatschappij tot Mijna, Bosch- en Landbouwexploitatie in Tangkaj	25,000	Gs. 100	Gs. 100	none	\$3,644	{ 60 cents for year ended 31.5.04 }		\$34 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 334,669 } { Tls. 11,143 }	Tls. 27,187	First year		Tls. 305 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 15,143	Tls. 10,247	{ First quarterly of Tls. 10, paid 15.04.04. }	13 %	Tls. 714 buyers
Central Stores, Limited	6,000	\$15	\$12	Tls. 45,000	Tls. 3,388	{ Second do. Tls. 10, " 15.04.04. }		Tls. 135 buyers
Do. (Founders)	133			Tls. 20,000	\$1,253	Tls. 5 for 1903	7 %	\$13 sellers
Do. (New Issue)	24,000	\$15	\$7 1/2			Interim of Tls. 6 for 1904	9 %	\$100
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	First year	Interim of \$1.20 for 1904		\$8 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	none	Tls. 3,505	Preferential of 7 per cent for 1904		Tls. 40 sellers
Katz Brothers, Limited	10,000	\$100	\$100	Tls. 25,000	Tls. 1,942	Tls. 5 for 1902	12 1/2 %	Tls. 65 sellers
Straits Trading Company, Limited	250,000	\$10	\$10	\$375,000	\$83,403	Tls. 6 for 1903	9 1/2 %	\$135 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$650,000	\$2,706	\$13 for 1903	7 %	\$37 buyers
Maynard and Company, Limited	4,500	\$10	\$10	none	\$803	{ \$1 div. and 45 cents bonus for half year }		\$100 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none		\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$36 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	\$2 for year ended 31.10.1903		\$50